STRATHCONA DESIGN BRIEF AMENDMENT-CELL "H"

Approved By Council November 9 1987

November 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

PREFACE

The Strathcona Design Brief Amendment - Cell "H" is an addendum to the Design Brief. At its Public Hearing of 1987 November 9, City Council approved this amendment subject to adding the following at the end of the first paragraph of Section 4.1:

"However, once a density threshold of 700 dwelling units is reached in Cell "H", no increase in residential development shall be allowed until an alternate route is constructed along the proposed Glenmore Trail West extension to 69 Street S.W., and Richmond Road is closed as a through route; all at the developer's expense and as shown on Map 4."

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STRATHCONA DESIGN BRIEF
AMENDMENT - CELL "H"

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STRATHCONA DESIGN BRIEF AMENDMENT
(CELL "H")

1. BACKGROUND

1.1 Strathcona Design Brief

City Council adopted the Strathcona Design Brief at the Public Hearing held 1976 February 17. At that time, Cells "H" and "I" in South Strathcona were designated as: "AREA REQUIRING FURTHER STUDY".

The Design Brief further recommended that City Council defer land use approvals in these areas pending the resolution of the following factors:

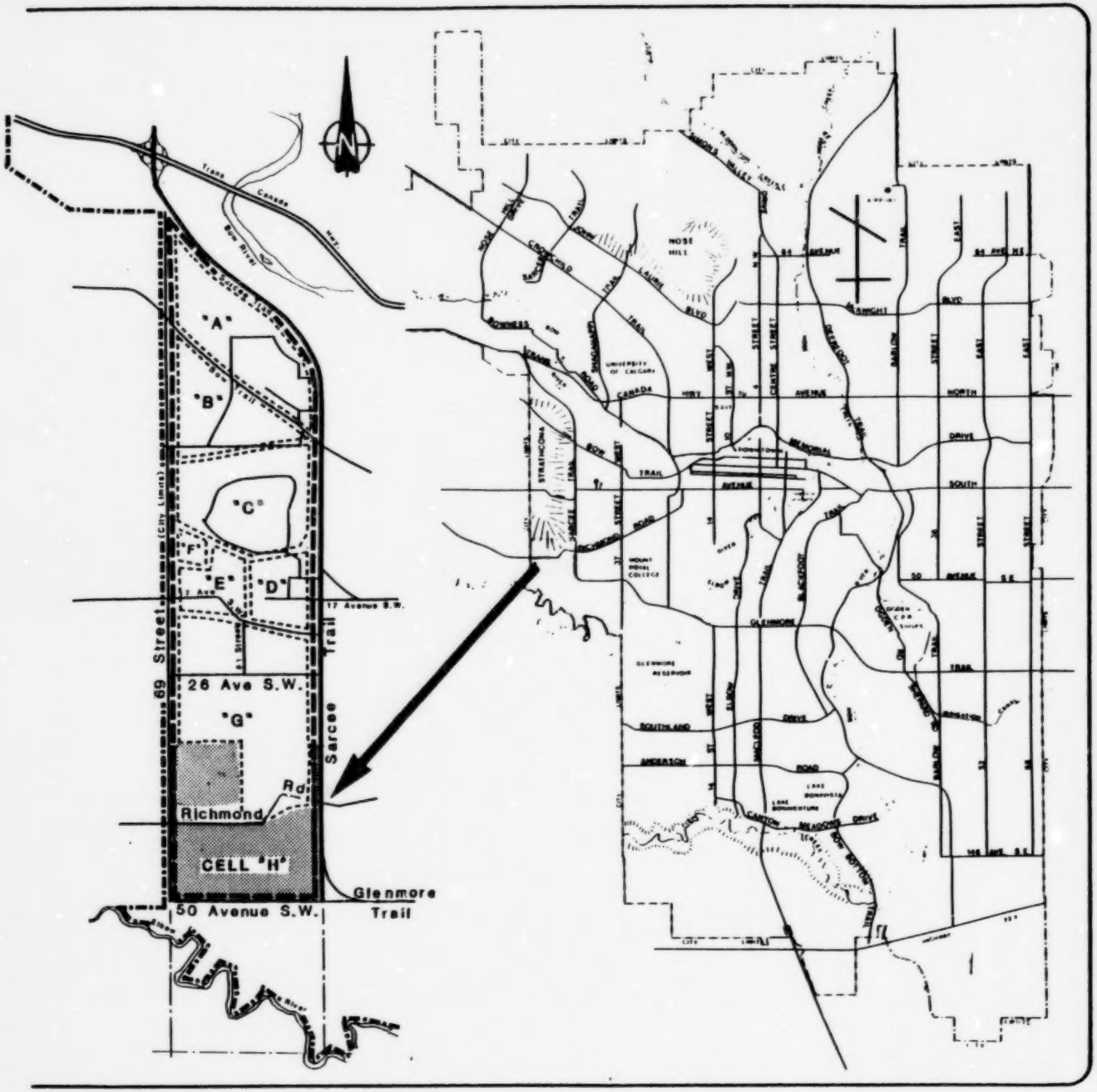
- Storm & sanitary sewer and Water services
- Southwest Roads Study (including the proposed Sarcee Trail extension south of 50 Avenue)
- The effects of Sarcee Military Camp's Firing Ranges

The current status of the above factors is reviewed in the "Supporting Information" to this Design Brief Amendment. The problems associated with them have been resolved and the study area can now be developed in accordance with the policies proposed in this Amendment.

1.2 Study Area

As shown on Map 1, the study area is bounded on the east by Sarcee Trail, on the west by 69 Street S. W. (current City Limits), on the south by the future westerly extension of Glenmore Trail right-of-way, and to the northwest by a revised boundary between Cells "G" and "H". The new plan boundary will establish well balanced vehicular traffic catchment areas through integration with the roadway network established in Cell "G" to the north. The plan boundary and land use designations to the northeast are retained as previously approved by City Council.

Additionally, Cell "I" to the south of Cell "H" was to be located between the proposed Glenmore Trail alignment and the current 50 Avenue right-of-way. Since the proposed alignment of Glenmore Trail has been shifted further south, close to the existing 50 Avenue W. right-of-way, the Cell "I" designation has been deleted and the resulting lands are added to Cell "H". The size of the plan area is approximately 194 ha.± (480 ac.±) which includes 58.7 ha.± (145 ac.±) for office/industrial uses.



STRATHCONA DESIGN BRIEF AMENDMENT CELL "H"

MAP No 1

TITLE

LOCATION OF STUDY AREA

LEGEND

- STRATHCONA DESIGN BRIEF BOUNDARY
- STUDY AREA-CELL "H"
- "A" "B" "C" CELLS

DATE

AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 ½ 1mi
0 800 1600m

1.3 Existing Land Ownership

Land ownership is as shown on Map 2. The City-owned land is currently a gravel pit located south of Richmond Road. The Trans Alta Utilities substation is located southeast of the City's land.
The remaining privately owned land contains three large Agricultural/Country Residential holdings to the west and vacant land to the northeast.

1.4 Existing Land Use Designations

As shown on Map 3, the west half of Cell "H" is currently designated UR (Urban Reserve District), and the southeast quarter is designated UR and D.C. (Direct Control District).

2. PURPOSE OF THE AMENDMENT

The purpose of this amendment to the Strathcona Design Brief is to establish a land use framework to facilitate development of Cell "H" in south Strathcona.

3. LAND USE AND DEVELOPMENT OBJECTIVES

In addition to the general objectives of the Strathcona Design Brief, the specific objectives for the study area are:

3.1 To establish appropriate land uses for the south Strathcona area (i.e. Cell "H").

3.2 To ensure a compatible transition between future residential development and the proposed "employment centre" to the east and the previously approved Commercial/"Auto Campus" to the northeast.

3.3 To ensure that the type and scale of future development is consistent with the available capacities and design of the overall roadway network and other municipal services.

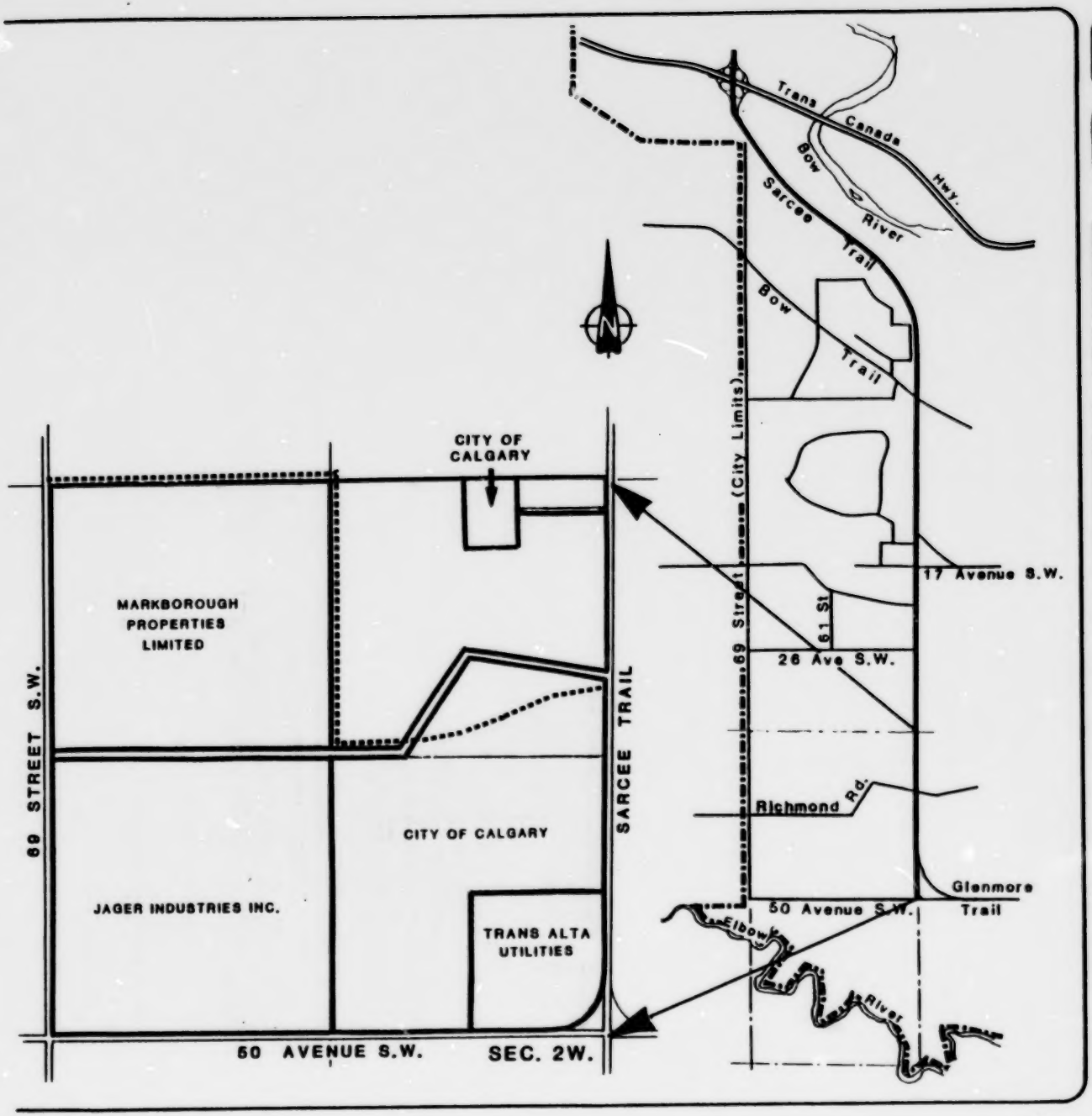
3.4. To ensure that the proposed roadway network is integrated with the network established in Cell "G" to the north.

3.5 To ensure that the overall allocation of the land required for the joint-use sites is compatible with the Cell "G" requirements.

3.6 To maintain continuous open space linkage between the proposed open space system in Cell "H" and the open spaces established in Cell "G".

3.7 To provide for an average residential density of 5 to 7 units per gross acre of residential land in Cell "H";

3.8 To protect environmentally sensitive areas, including healthy tree stands and to integrate such areas into the proposed open space system for pedestrian and bicycle paths.



STRATHCONA DESIGN BRIEF AMENDMENT CELL 'H'

MAP No 2

TITLE

EXISTING LAND OWNERSHIP

LEGEND

LIMIT OF STUDY AREA

DATE

AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 1/4 mi
0 200 400 m

MAP No 3

STRATHCONA DESIGN BRIEF AMENDMENT CELL 'H'

TITLE

EXISTING LAND USE DESIGNATIONS

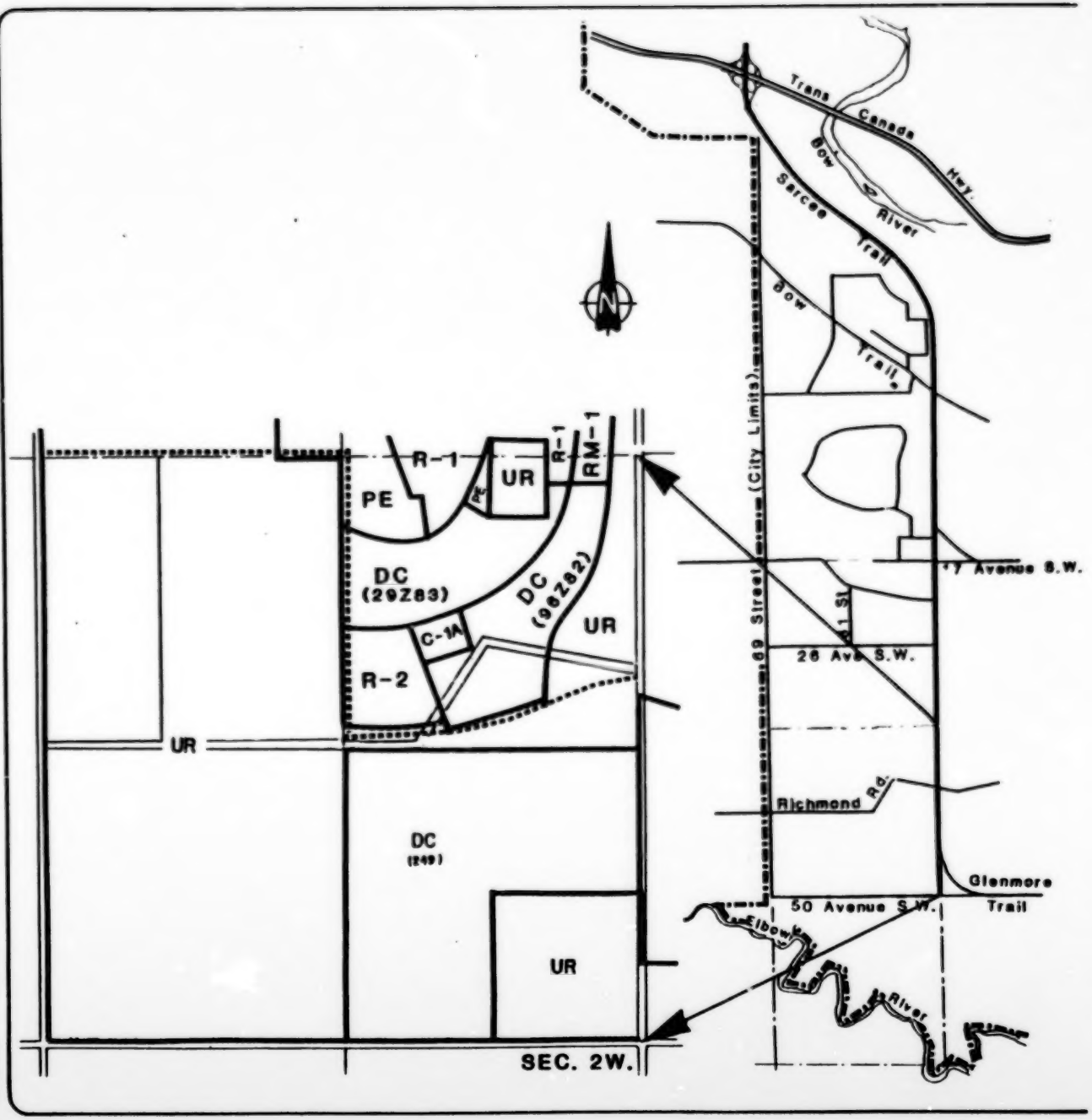
LEGEND

R-1	RESIDENTIAL SINGLE DETACHED
R-2	RESIDENTIAL LOW DENSITY DISTRICT
RM-1	RESIDENTIAL LOW DENSITY MULTIPLE-DWELLING DISTRICT
PE	PUBLIC PARK, SCHOOL AND RECREATION DISTRICT
C-1A	LOCAL COMMERCIAL DISTRICT
DC	DIRECT CONTROL
UR	URBAN RESERVE DISTRICT
------	LIMIT OF STUDY AREA

DATE
AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 1/4 mi
0 200 400 m



4. PROPOSED LAND USES

The predominant land use recommended by the Strathcona Design Brief for Cell "H" is residential development. An "employment centre" is proposed on the City-owned land in the southeast quadrant.

The land use policies recommended for south Strathcona are as follows:

4.1 Residential Development

The westerly and northerly portions of Cell "H" are proposed for predominantly low density residential development at an overall density of 5 - 7 dwelling units per gross residential acre (see Map 4). This density is in keeping with the type of development that has occurred in the already developed portions of Strathcona to the north. "However, once a density threshold of 700 dwelling units is reached in Cell "H", no increase in residential development shall be allowed until an alternate route is constructed along the proposed Glenmore Trail West extension to 69 Street S.W., and Richmond Road is closed as a through route; all at the developer's expense and as shown on Map 4."

It is important to note that the portion of Cell "H" proposed for residential development north of Richmond Road has a pronounced slope. In view of this, outline plans for this area shall ensure that any limitations created by the slopes have been adequately dealt with and that the proposed development will take full advantage of the view potential this area offers.

The triangular piece of land, directly east of the future interchange at 69 Street/Glenmore Trail S.W., is located outside the current City limits. This land is not subject to the City's jurisdiction. As a result, this land will be redesignated for development if it is annexed to the City of Calgary. Future use recommended for the land will be residential at a density of 5-7 units per gross acre (see Map 4).

4.2 Open Space and Joint-Use Sites

One Joint-Use Site of 10 acres and another of 6 acres in area, will be required for a Public and Separate elementary school, respectively. Approximate locations of these two sites are shown on Map 4, but these are subject to refinement at the outline plan stage.

The proposed regional bicycle/pedestrian pathway system will provide access to the existing and future development adjacent to Cell "H". The exact location of future pathways will be determined at the outline plan stage.

The existing north-south berm will be retained as an open space buffer between the future employment centre and the proposed residential development to the west (this land may be used for dedication as municipal reserve).

4.3 Commercial Development

As indicated on Map 4, a neighbourhood shopping centre (C-1A, Local Commercial District) on a site of approximately 2.43 ha. (6 acres) north of Richmond Road was previously included in Cell "G" to the north and approved by City Council. Cell "H" could be served by this local commercial facility. However, if required, the local commercial can be moved to a location directly west of the proposed north-south primary collector at the end of Richmond Road.

4.4 Industrial Development

The southeastern part of Cell "H" is recommended for industrial uses such as an employment centre and a service/maintenance area for the City of Calgary. The TransAlta Utilities electrical substation currently located at the extreme southeast corner of the plan area will be retained (see Map 4).

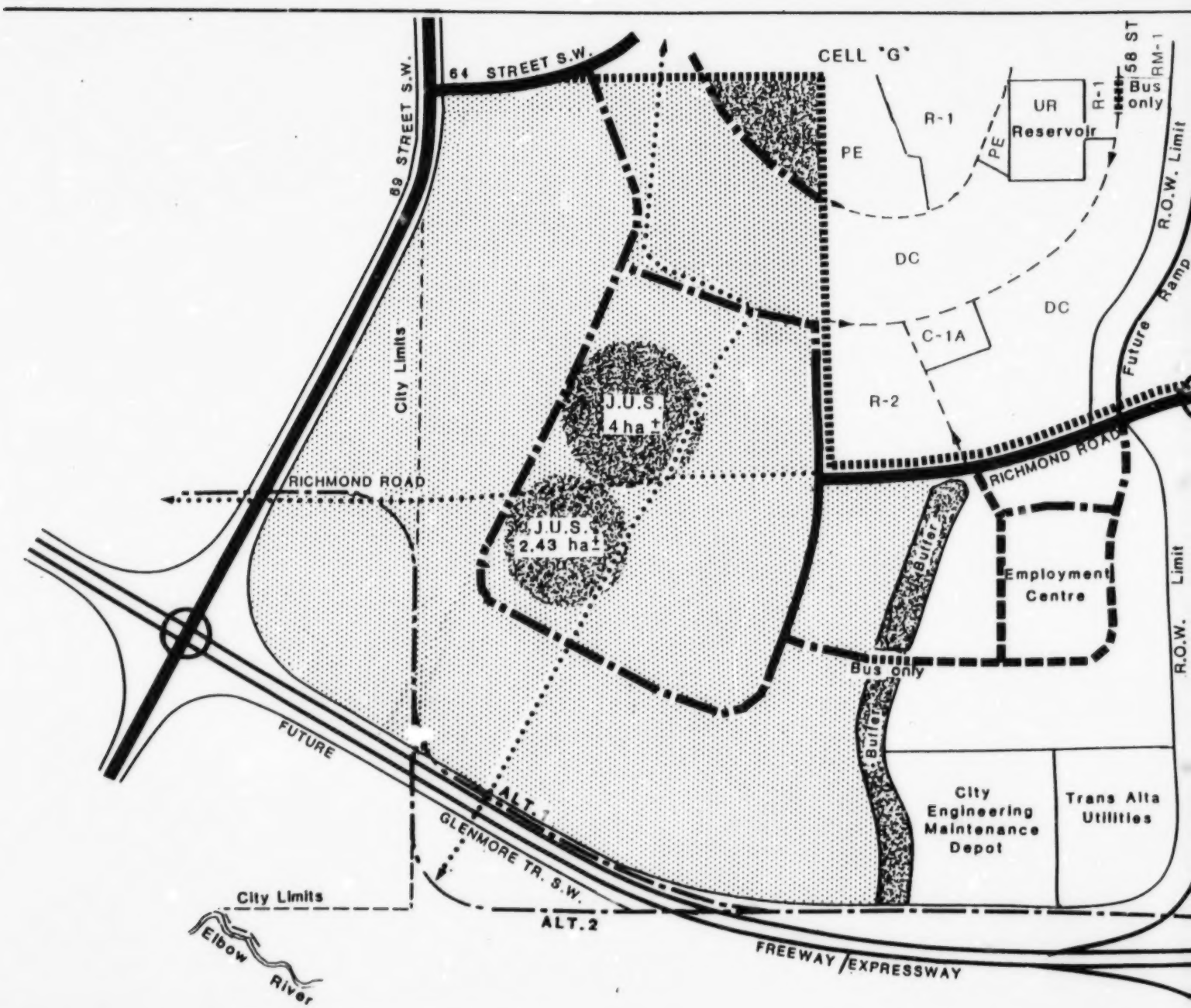
The employment centre could include a mixture of office, retail commercial and light industrial uses. Given this area's exposure to Richmond Road and Sarcee Trail and its proximity to residential development to the west, care must be taken to ensure that high quality, comprehensively planned development occurs.

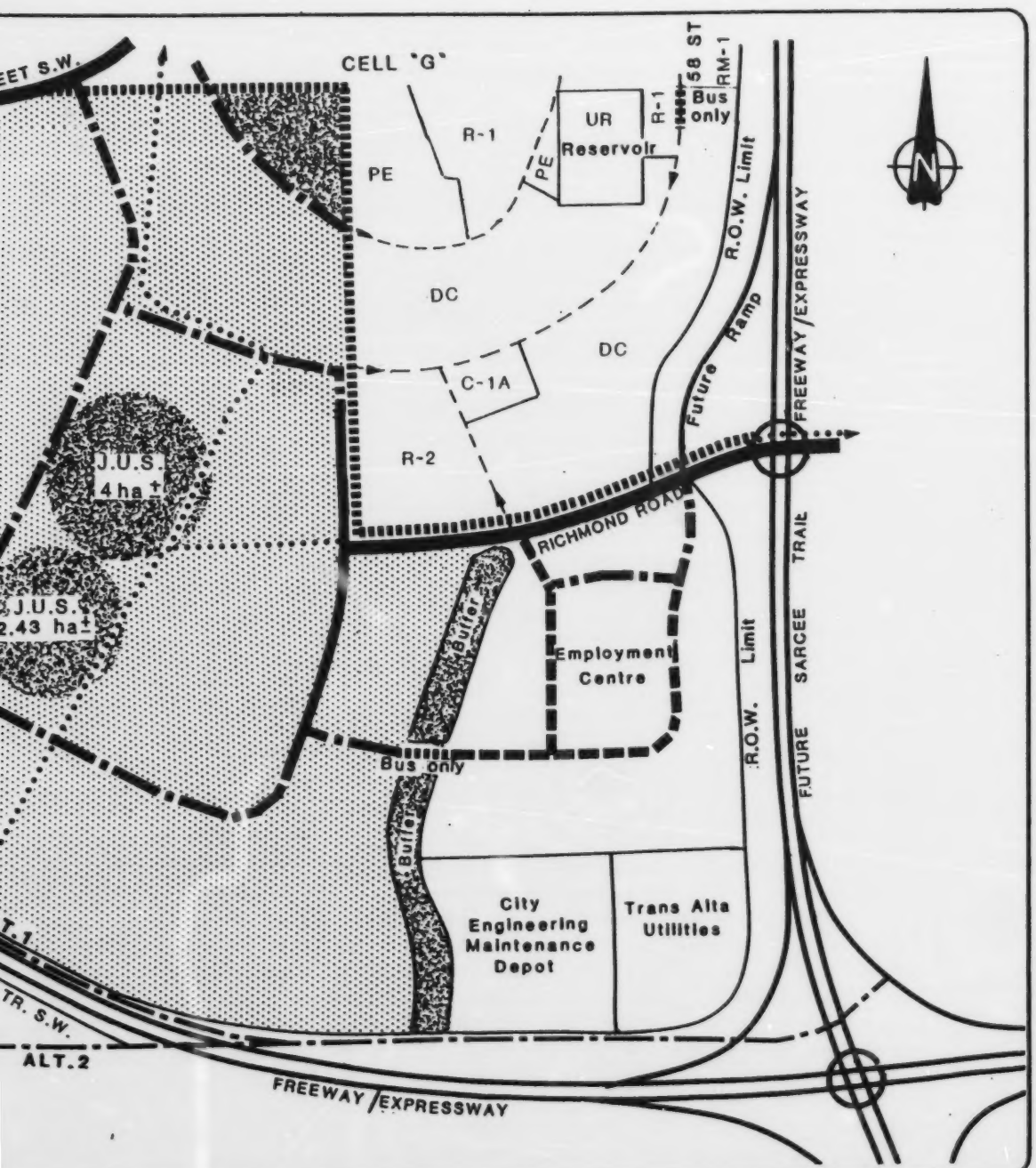
The proposed "employment centre" development is compatible with the previously approved land use north of Richmond Road, i.e., DC (Direct Control District) with specific development guidelines for an "Auto Sales and Related Services Campus".

It is emphasized that the ultimate grading of the Sarcee gravel pit should not adversely impact the screening effectiveness of the berm existing between the proposed employment centre and the future residential development to the west.

5. COMMUNITY SERVICES

As indicated by the Strathcona Design Brief, a firehall is proposed to be located in Cell "G" at the northwest boundary of Cell "H". The site is to be on a collector roadway providing good access to all parts of Cell "H" and Cell "G". Other services are already provided for in the Design Brief.


64 STREET S.W.
69 STREET S.W.
CELL "G"
58 ST
Bus only
RM-1
R-1
UR
Reservoir
R-1
PE
PE
DC
DC
C-1A
R-2
R.O.W. Limit
Future Ramp
City Limits
J.U.S.
4 ha ±
J.U.S.
2.43 ha ±
RICHMOND ROAD
RICHMOND ROAD
Buffer
Employment Centre
Bus only
R.O.W. Limit
FUTURE
Buffer
ALT. 1
GLENMORE TR. S.W.
City Engineering Maintenance Depot
Trans Alta Utilities
City Limits
ALT. 2
Elbow River
FREEWAY / EXPRESSWAY



STRATHCONA DESIGN BRIEF AMENDMENT CELL "H"

MAP 4

TITLE
PROPOSED LAND USES

LEGEND

- RESIDENTIAL 14-16pps (5-7upa)
- MAJOR OPEN SPACE
- BICYCLE/PEDESTRIAN PATHWAYS
- J.U.S. JOINT USE SITE: PUBLIC - 4 ha ± (10acs ±)
- J.U.S. JOINT USE SITE: SEPARATE - 2.43 ha ± (6 acs ±)
- FREEWAY/EXPRESSWAY
- MAJOR ROADWAY
- PRIMARY COLLECTOR
- COLLECTOR
- INDUSTRIAL STREET
- INTERIM ROAD ALT. ALIGNMENTS
- FUTURE INTERCHANGE
- LIMIT OF STUDY AREA

DATE
AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 200m 400m
0 660' 1320'

6. MUNICIPAL SERVICES AND SHALLOW UTILITIES

6.1 Water Supply

Cell "H" is to be serviced by the West Calgary and Glendale Pressure Zones. Each zone will be serviced by two 400 mm main extensions from the corresponding existing distribution system to the east and north of the plan area (see Map 5).

6.2 Sanitary Sewers

The existing sanitary sewer at the intersection of Sarcee Trail/Glenmore Trail has sufficient capacity to accommodate the development proposed for Cell "H". The private developers have proposed to install a 24-inch diameter sanitary trunk along the 50 Avenue right-of-way to service Cell "H" (see Map 5). A line assignment will be reserved in the 50 Avenue/Glenmore Trail right-of-way to accommodate the ultimate sanitary sewer.

6.3 Storm Sewers

As shown on Map 5, the east half of Cell "H" is to be serviced by the existing storm sewer on Sarcee Trail and the west half of the study area will have a temporary sedimentation pond for its storm water management. The west half of the study area will ultimately be serviced by the future storm trunk on 69 Street S.W. which will have a permanent sedimentation pond.

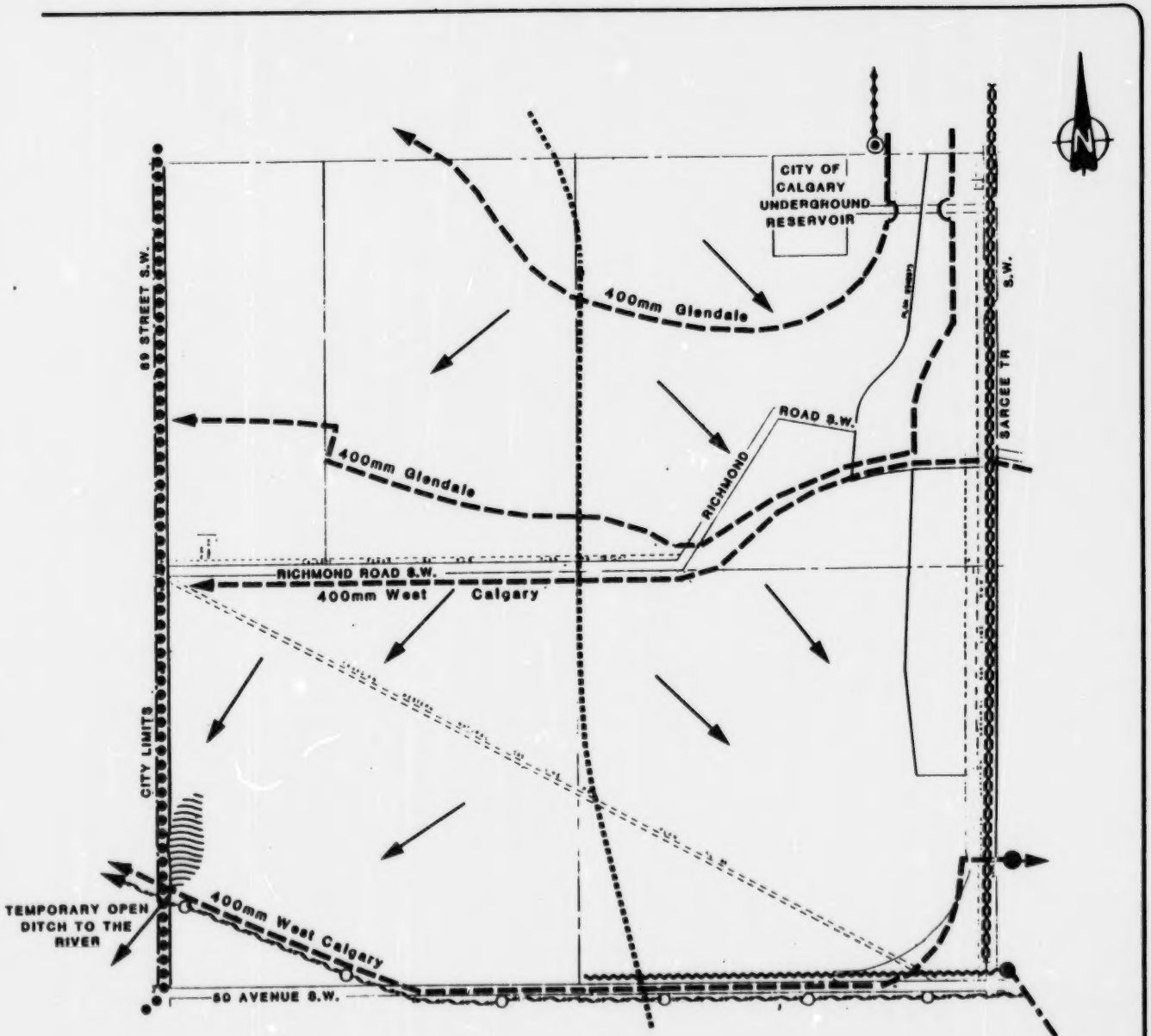
In the interim, the private developers have proposed to construct a temporary sedimentation pond and an interim storm sewer outfall to the Elbow River.

The design, installation and easement costs for the interim storm sewer facilities will be the responsibility of the private developers. The City's standard development policies will apply to the ultimate sewer system.

6.4 Electrical

Temporary power can be provided from the existing 13.2 KV feeder along 69 Street. However, only a limited number of lots can be serviced by this feeder. Any temporary services will be provided at the landowner/developer's expense.

Cell "H" will be serviced by two feeders between the two City Electric System substations: No. 28 at Sarcee Trail/Glenmore Trail and No. 21 at Sarcee Trail/Bow Trail. One feeder is existing along 69 Street which will service the half mile area east of 69 Street. Another feeder will run between the two substations approximately 1/4 mile west of Sarcee Trail to service the half mile area west of Sarcee Trail. In addition, a 138 KV line will be built along the future Glenmore Trail extension which will require a 6.5 m aerial blowout easement on the north side of the line. (See Map 6). A minimum of 20 m separation from the proposed high pressure gas line is required to avoid electrical induction.



STRATHCONA DESIGN BRIEF AMENDMENT CELL "H"

MAP No 5

TITLE
WATER SUPPLY, SANITARY AND STORM SEWERS

LEGEND

WATER SUPPLY
- PROPOSED 16" FEEDERMAIN (400 mm)
- EXISTING 16" WATERMAIN

SANITARY SEWERS
- PROPOSED 24" SANITARY SEWER
- ULTIMATE SANITARY SEWER
- EXISTING 48" SANITARY SEWER
- EXISTING 42" SANITARY SEWER

STORM SEWERS
- LIMIT OF STORM SEWER SERVICE AREA
- DIRECTION OF FLOW
- EXISTING STORM SEWER
- PROPOSED TEMPORARY SEDIMENTATION POND FOR STORMWATER MANAGEMENT
- FUTURE STORM TRUNK

DATE
AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 1/4 mi
0 200 400 m

6.5 Natural Gas

Cell "H" will be serviced from the existing pressure regulator station located north of Richmond Road and west of Sarcee Trail (see Map 6). The installation cost of any temporary gas mains will be borne by the developer. Additionally, the cost of any relocation and/or lowering of gas mains will be charged to the developers.

6.6 Telephone/Cable TV

The Alberta Government Telephones and Rogers Cable TV-Calgary will service Cell "H" by extending the existing facilities located at Richmond Road/Sarcee Trail (see Map 6). The cost of any relocation or temporary services will be charged to the developers.

6.7 Development Agreement

All services to Cell "H" will be subject to a development agreement prepared by the City Engineering Department. The agreement will state procedures for servicing, phasing of development and, where applicable, cost sharing of utilities and roads required to facilitate development in Cell "H".

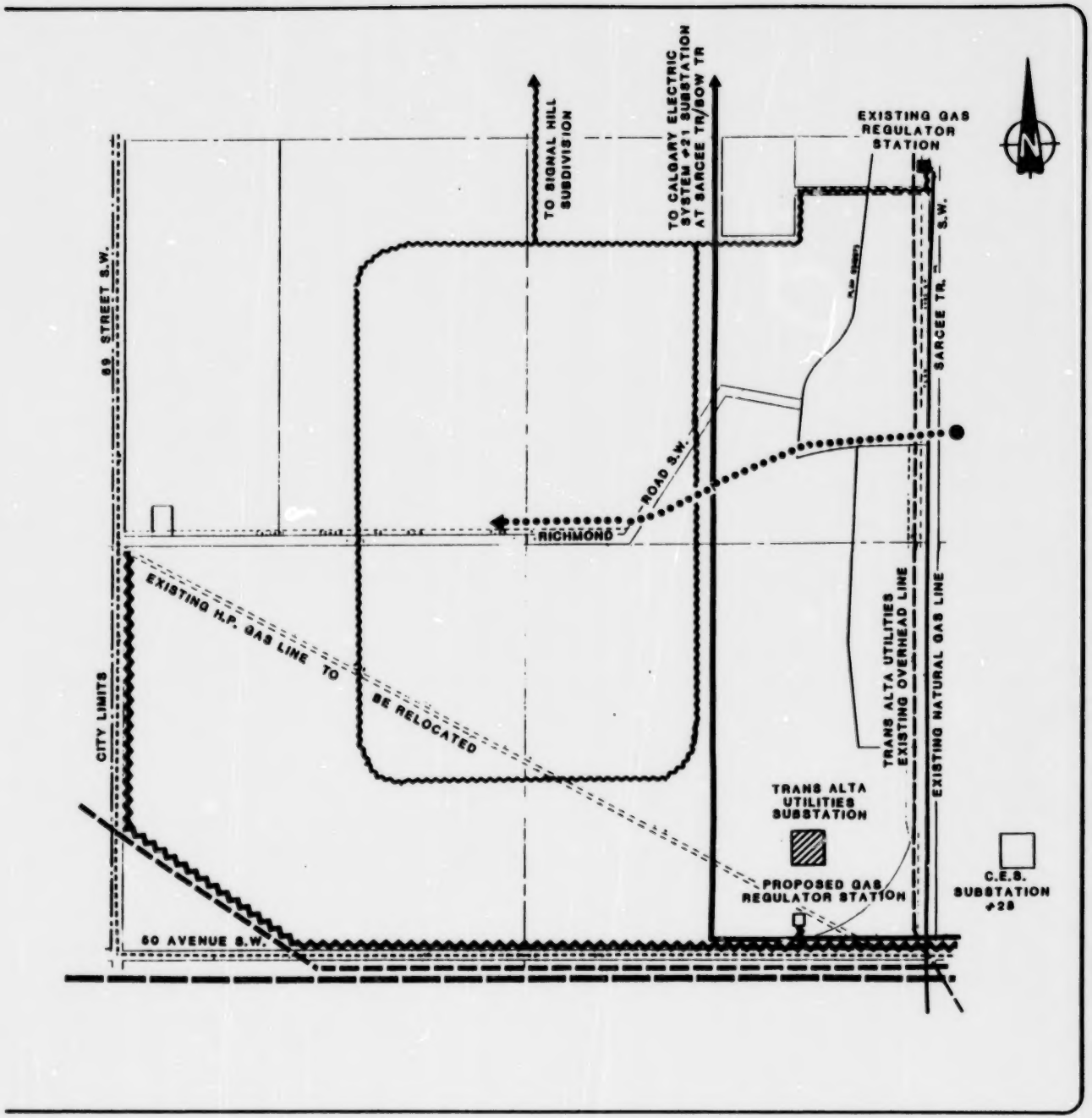
7. TRANSPORTATION SYSTEM

Map 4 shows the proposed network of collectors, major roadways and freeways/expressways. The future local streets and the actual alignments and lengths of primary collectors and collectors will be determined at the outline plan stage.

The freeways/expressways that will eventually serve Cell "H" include the existing Sarcee Trail and the future Glenmore Trail; 69 Street and the future southwesterly extension of 64 Street, including portions of Richmond Road will be designated as major roadways.

The transportation network is based on the land use of the entire Strathcona Design Brief area, as well as in view of the possible future development to the west of 69 Street. Therefore, it must be emphasized that the transportation network proposed for Cell "H" can only be supported on the basis that there are no major changes to the land uses in Cell "G" to the north of Cell "H". If there are major changes to the previously approved land uses in Cell "G", the overall transportation network in the area would have to be revised, particularly the continuation of Richmond Road.

It should also be noted that the entire transportation network for southwest Calgary is currently being reviewed by the Transportation Department.



STRATHCONA DESIGN BRIEF AMENDMENT CELL "H"

MAP No 6

TITLE

SHALLOW UTILITIES

LEGEND

ELECTRICAL

- PROPOSED FEEDER LINE (C.E.S.)
- PROPOSED OVERHEAD 138 KV LINE (C.E.S.)
- EXISTING 13,2 KV LINE (C.E.S.)
- TRANS ALTA UTILITIES EXISTING 138 KV OVERHEAD LINE

NATURAL GAS

- PROPOSED INTERMEDIATE PRESSURE FEEDER MAIN
- PROPOSED H.P. GAS LINE

A.G.T./CABLE TV

- PROPOSED SERVICES EXTENSION
- EXISTING SERVICES

(C.E.S.) CALGARY ELECTRIC SYSTEM

DATE
AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/8 1/4 mi
0 200 400 m

Since the existing Richmond Road is proposed to be discontinued east of 69 Street, the private developers will be responsible for providing the necessary rights-of-way and constructing (including the upgrading of intersection with Sarcee Trail and the new connection with Richmond Road) an interim road of high quality capable of accommodating major arterial speed through traffic along the 50 Avenue road allowance between Sarcee Trail and 69 Street W. From there it will run north to meet the existing Richmond Road going west. Two alternative alignments for this road are shown on Map 4. It must be stressed that prior to actually discontinuing the westerly portion of Richmond Road within Cell "H", the proposed alternative road must be completed by the developers.

The developers will be responsible for upgrading all temporary roads affected by the study area. Additionally, the developers will be required to provide sound attenuation for all major roads and Glenmore Trail affecting Cell "H".
A bus only crossing on Sinnott Road, (58 Street W.) will be implemented to the satisfaction of the City Transportation Department.

In order to prevent future "employment centre" vehicular traffic from shortcutting through adjacent residential streets, no direct roadway link will be provided for regular vehicular traffic between the proposed employment centre and future residential development to the west.

However, a provision will be made for a bus only connection to facilitate public transit services between these two areas (see Map 4). Additionally, no direct vehicular access will be allowed either to Sarcee Trail or to the proposed east-west Glenmore Trail extension, because both of these roadways will be freeways/expressways.

Responsibility concerning the acquisition of land for the construction of future Glenmore Trail extension is subject to negotiations between the parties involved, i.e. Alberta Transportation, the City of Calgary and private landowners affected.

7.1 Public Transit

Transit service to Cell "H" can be extended from Cell "G" to the north. The collector sytem in Cell "G" will provide two north-south collectors which will be integrated with the proposed collector ststem in Cell "H". This area will also be served by the future LRT if built along 17 Avenue S.W.. Final transit routes in Cell "H" will be established by the City Transportation Department.

SUPPORTING INFORMATION

SUPPORTING INFORMATION

PAGE

SOUTH STRATHCONA - REVIEW OF AREA SUBJECT TO FURTHER STUDY (CELL "H" AND "I") LOCATED SOUTH OF RICHMOND ROAD ALIGNMENT. . . 3

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3. The Effects of Sarcee Military Camp's Firing Ranges 5

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b) Potential Flood Control Dam Across the Elbow River 6

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SUPPORTING INFORMATION

RE: SOUTH STRATHCONA - REVIEW OF AREA SUBJECT TO FURTHER STUDY (CELLS "H" AND "I") LOCATED SOUTH OF RICHMOND ROAD ALIGNMENT.

At the Public Hearing held on 1976 February 17, City Council adopted the Strathcona Design Brief. At that time, Council designated the area between the proposed Richmond Road alignment and 50 Avenue S.W. (Cells "H" and "I") as: "AREA REQUIRING FURTHER STUDY" (see Fig. 1). The Design Brief recommended that City Council defer land use approvals in this area pending the resolution of factors related to the following:

1. Storm & Sanitary Sewer and Water services
2. Southwest Roads Study
3. The effects of Sarcee Military Camp's Firing Ranges

These factors are reviewed in the following sections:

1. <u>Storm & Sanitary Sewer and Water Services</u>

   a) Storm and Sanitary Sewer Services:

   A sanitary trunk has been installed up to the intersection of Sarcee Trail and 50 Avenue, i.e. southeast corner of the study area. The sanitary trunk has the necessary capacity to accommodate development in the subject area. The distance from the existing sanitary trunk to the privately owned lands is about one-half mile along 50 Avenue west of Sarcee Trail.

   The on-site storm sewer services for the west half of the study area will be in a southwesterly direction to a temporary sedimentation pond and an outfall leading to the Elbow River. Ultimately, a permanent sedimentation pond and a storm trunk will be required to complete the overall storm drainage system for future development in the west half of the area. The east half of the study area will have a separate storm drainage system in a southeasterly direction leading to the Elbow River.

   b. <u>Water Services</u>:

   A watermain exists along Sarcee Trail south of Richmond Road and can be linked to a new watermain extending west along the 50 Avenue right-of-way and then northwards through to the proposed Richmond Road alignment. From there it can run east back to the watermain on Sarcee Trail. This arrangement will complete the required 'loop' in the water supply distribution system for future development in the area.

Fig. 1

STRATHCONA DESIGN BRIEF AMENDMENT CELL "H"

TITLE

STUDY AREA

LEGEND

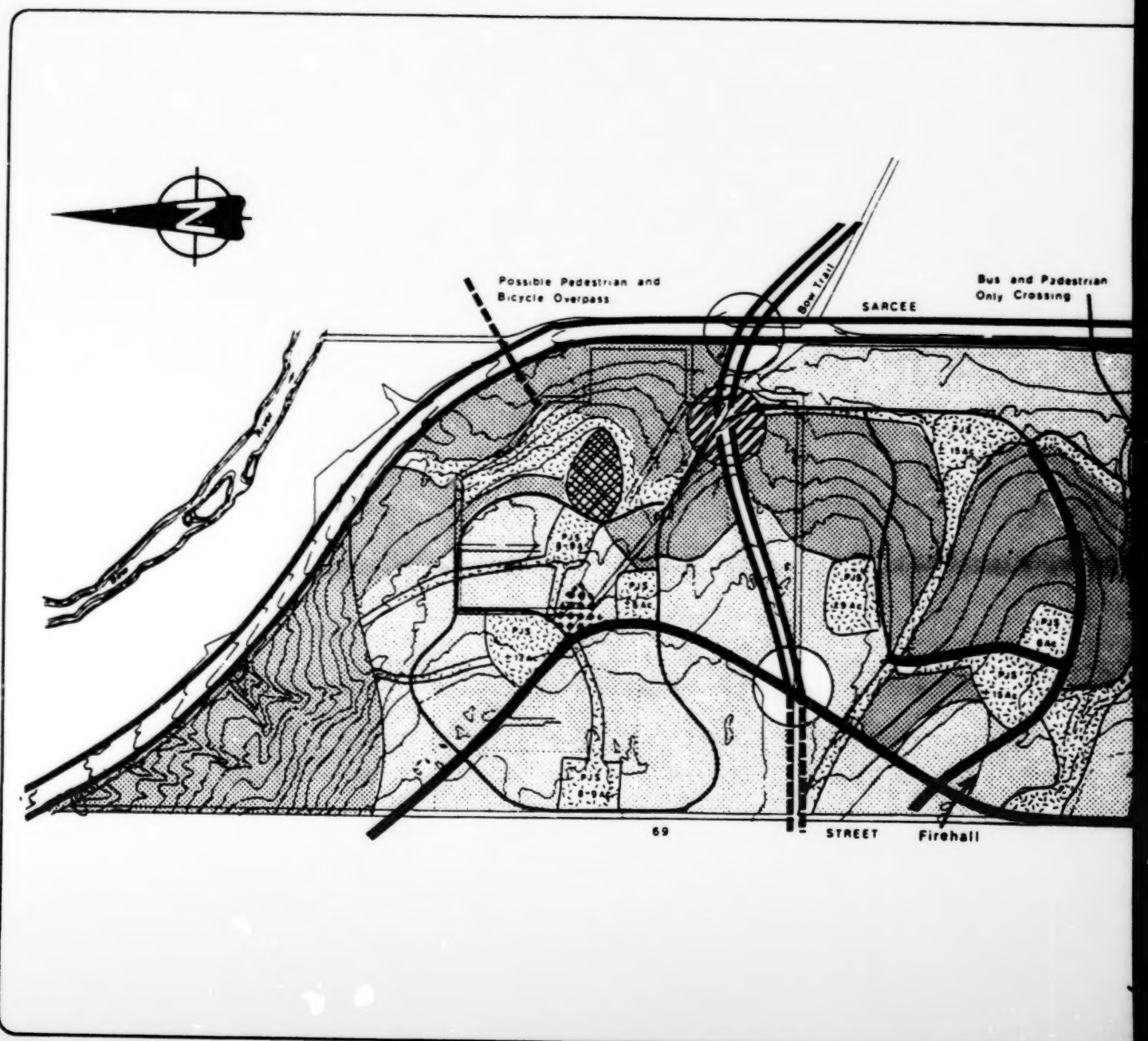
STUDY AREA

DATE

AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 1/2 mi



REET
Firehall
SARCEE
Bus and Pedestrian
Only Crossing
17 Avenue S.W.
TRAIL
Firehall
Richmond Road
Glenmore Trail
50 Avenue S.W.

Currently, there are no funds in the City's capital budget to service the lands in south Strathcona. However, the private developers have presented a financial proposal to the City for consideration in relation to servicing their respective lands. Therefore, based on an acceptable solution, an appropriate development agreement will be prepared by the City of Calgary to facilitate residential development proposed by the landowners involved.

2. Southwest Roads Study, January 1976

At a Non-Statutory Public Hearing held on June 26, 1979, City Council adopted the "Southwest Roads Study", as well as the "Southwest Roads Study - Supplementary Report" dated December, 1978. The Southwest Roads Study outlined the impact on the communities east of Sarcee Trail of development in Strathcona and recommended improvements to certain roadways, particularly Richmond Road east of Sarcee Trial. The staging of these roadway improvements will be determined by the T.I.P.S. process. The "Southwest Roads Study - Supplementary Report" determined the actual location and configuration of Sarcee Trial interchanges at Richmond Road and Glenmore Trail. The actual location of the future Sarcee Trail crossing of the Elbow River is subject to negotiations between the parties affected i.e. Alberta Transportation, the Sarcee Indian Band and the City of Calgary.

The transportation information needed to enable the planning of future development in this area is available and the Southwest Roads Study is currently being updated by the Transportation Department.

3. The effects of Sarcee Military Camp's Firing Ranges (Department of National Defence)

Currently, there are two small arms firing ranges located on the Sarcee Military Reserve land directly south of 50 Avenue (see Fig. 2). The firing ranges are used for training purposes by the Canadian Armed Forces on a 24 hour/7 day a week basis. The peak period is from April to October with most training being done during daylight hours. The Deputy Commander of the Canadian Forces Base has indicated that none of the activities will pose a safety hazard to the residents of the special study area north of 50 Avenue.

While there have been no complaints to date from the existing communities to the north i.e. Glamorgan, Glenbrooke and Strathcona, it is possible that these activities may be considered a nuisance by some future residents in the study area. However, the concern of noise from the firing ranges should be very minimal when Glenmore Trail is extended along the 50 Avenue alignment. This roadway will act as a buffer between the firing ranges and future residential development in south Strathcona.

Other Factors Influencing Development

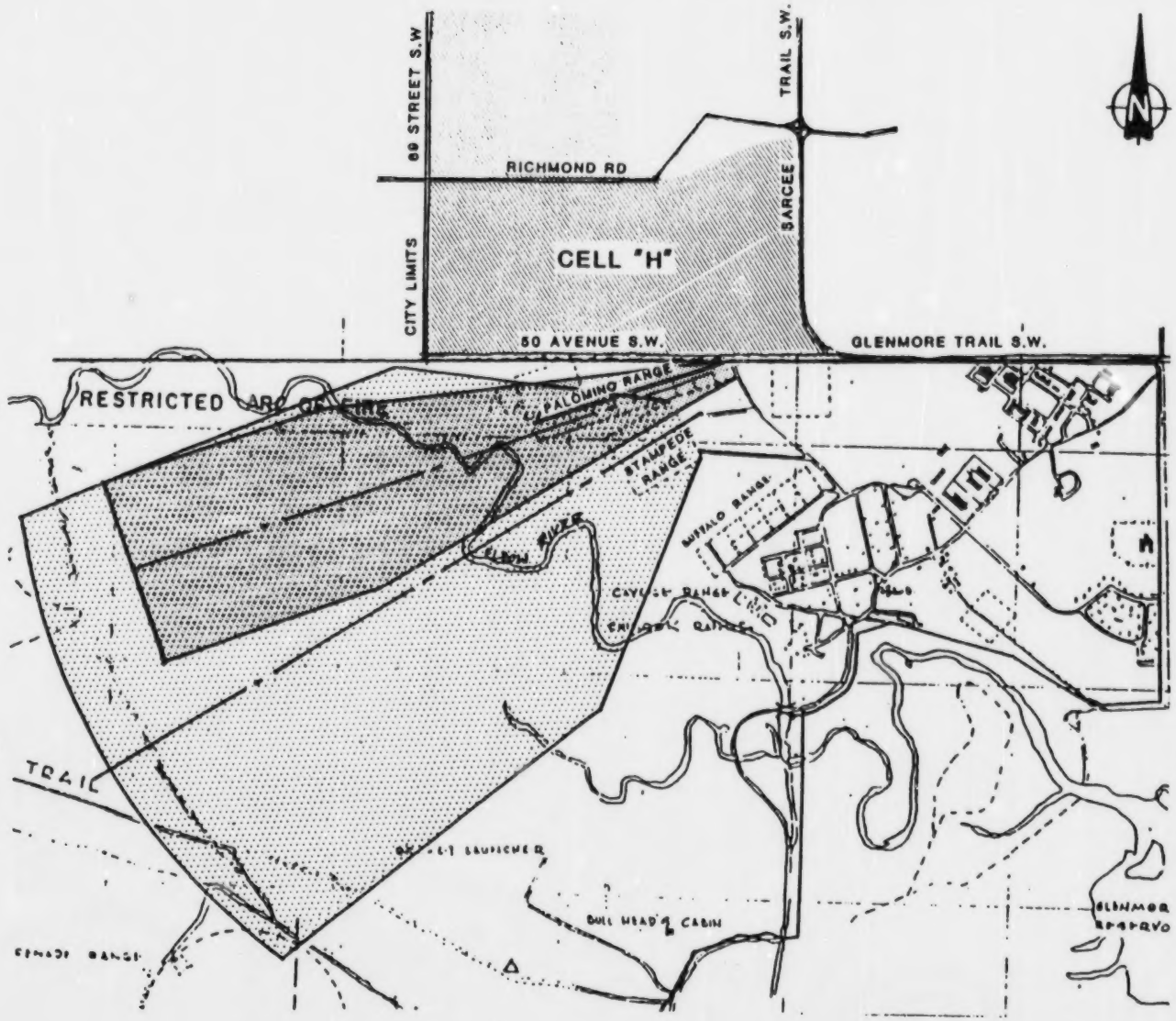
a) Sarcee Gravel Pit:

This City-owned gravel pit is located immediately west of Sarcee Trail S. and south of Richmond Road. Gravel extraction will be discontinued in December, 1987, when the current development permit expires. However, efforts will be made by the Engineering Department to remove all gravel stock piles prior to the end of 1989; such date is to be reviewed by the City.

b) Potential Flood Control Dam Across the Elbow River

A private consultant has recently completed the Elbow River Floodplain Management Study for the Alberta Department of the Environment.

The Elbow River Floodplain Management Study has investigated the establishment of a flood control dam across the Elbow River upstream of the future Sarcee Trail S. extension. If a flood control dam was to be constructed at this location, the study area would not be affected by a 1:100 year flood.



SOURCE: CANADIAN FORCES BASE CALGARY

STRATHCONA DESIGN BRIEF AMENDMENT CELL "H"

Fig. 2

TITLE
SMALL ARMS FIRING RANGES LOCATION

LEGEND

- STUDY AREA
- PALOMINO RANGE
- STAMPEDE RANGE

DATE
AUGUST 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0	1/4	1/2mi
0	400	800m